



RFD Training Newsletter

February 2016



February Highlights

Black History Month & Parade

Fire House Module MCD

CPR Roll Through Training

Law Enforcement Life Saver Course

Physical Fitness Testing

Inside the Command Center Class

Drivers MCD Training = SLICER-RS

The Pumpers Local



Radio Frequencies

Outside the City

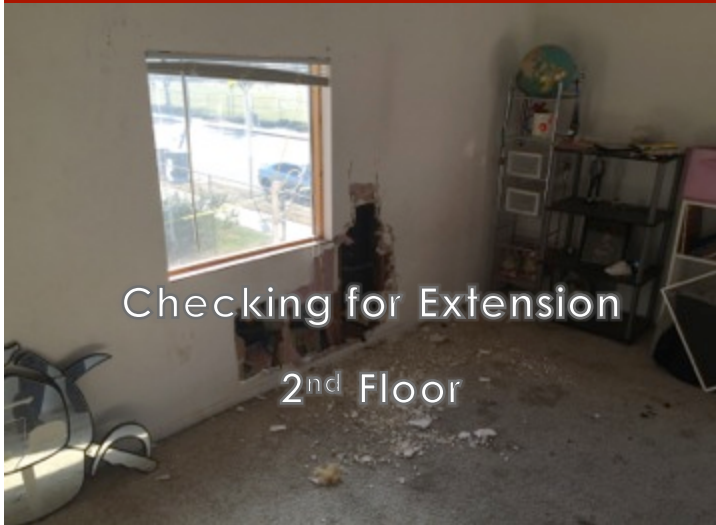
The City of Riverside Fire Department UHF (Ultra High Frequencies) Channels are only licensed for use within the City of Riverside. When leaving the city for a Strike Team, each engine company shall leave their UHF Radio's (HT's) at the station. This will allow the reserve units, and overtime personnel to staff another engine without taking from the battalion chief's radio cache.

There have been incidents in the past when crews have decided to use these radios on strike teams outside the city on tactical channels for communications between crew- members when away from the engine. There have been reports where these transmissions have interrupted electronic equipment in the area such as water dams, gates, etc.

Please remember to leave the UHF Radios at the station during this upcoming fire season when sent on a Strike Team.



The Pumpers Local



Battalion 1 units recently responded to a structure fire finding a 2 story single-family dwelling. After a thorough size up of the incident, the first arriving captain reported a confirmed attic fire. The Training Division had the opportunity to stop by this fire the following day and the owner of the residence couldn't thank the fire department enough for the salvage operations that took place. He was amazed by how little damage took place and how the fire department closed all interior doors of the residence limiting damage to his mother's personal belongings throughout the house. The clothes in the closet of the involved room were even damage free to due efforts of heavy salvage operations, door control, coordinated fire attack, and limited amounts of ceiling being pulled.

When E6 initially pulled up I did not designate it as an attic fire because of the construction and the amount of smoke that was coming from a concentrated area. After doing a 360, it became obvious it was an attic fire in the void space above the room. The initial interior crews did a primary search and figured out it was an attic fire by walking through the house. That is where I feel the recent training kicked in. Everyone was very aware not to do much damage and to punch a hole in the ceiling for the fog. We started salvage operations right away. We coordinated with the Truck who was assessing and cutting their hole. I think the recent training greatly influenced the tactics,

Thanks,

Fred E6A



© 2015 City of Riverside Fire Department
Historical Archives
F1495 Crown Firecoach
85' Snorkel
City of Riverside Fire Department Training Tower



Working on the Truck

“Punching
the Ceiling on
Attic Fires”

Truck Company Officers need to understand the difference between vertical ventilation involving a structure fire vs. vertical ventilation involving an attic fire. When performing vertical ventilation to save a human life, release heat & smoke for interior crews, or to prevent extension of fire within the structure we will always cut & punch through the ceiling.

When assigned to vertical ventilation on an attic fire the truck company should not punch the ceiling below after cutting a hole. The goal is to compartmentalize the fire in the attic and allow interior crews to apply water from below through small holes in the ceiling. During our recent multi-company drills we reviewed the strategy and tactics for engine and truck company operations during attic fires. The engine company should pull minimal ceiling and apply water through small openings, and truck companies can assist with extinguishment using water application through vertical ventilation opening in the roof. This must be coordinated by engine and truck company officers. Ventilation of any kind will increase fire activity. Truck Companies must have hose lines in place prior to opening the hole.

*****Do not punch ceiling after performing vertical ventilation on attic fires*****



Square Footage & Size of your Hole

Our standard 4x4 hole used on residential structure fires was developed using the theory of most single-family dwellings being a 1600sqft house. Cutting 1ft for every 100sqft = 4x4 hole. Using this same theory today, many structure fires will require larger vertical openings due to larger square footage homes.

If the truck company does not make a large enough opening, smoke & fire will not be able to exit the structure and will begin to spread laterally. Proper communication between the interior crews and ventilation crews will allow proper ventilation in the correct location, and allow the release of super heated smoke and gases from the structure.

Standard for Commercial Structures = 8x8 holes. This relates to an offensive hole over a 6,400sqft structure involved in fire.

In the recent Company Officer MCD we reviewed the importance of offensive holes directly over the fire, and the importance of defensive holes to hold the fire in-check.

Each truck company should have a standard on when to complete inspection holes, smoke indicator holes, offensive holes, and defensive holes; and apply them to structure fires vs. attic fires.



February 8, 2016 (0800)

**Inside the Command Center
Class**

**New Location: Riverside Plaza - Regal
Cinemas**



Mentoring & Promotional Section



“Captains Call”

United States Navy Seals

In the United States Navy, the Navy Seal Commanding Officer will hold something called a “Captain’s Call.” This Team meeting is held once or twice a year, or more often if necessary and provides an opportunity for any Team member to have the C.O.’s ear on any situation or subject he/she feels inclined to speak about. The C.O. specifically allows time in his/her busy schedule to listen to every member of the Team, and address their concerns. Commanding Officers who use this tool effectively enjoy the efforts of a supported and motivated Team.

Team Secrets of the Navy Seals:

Don’t think too highly of yourself. Let others do that for you.

Enjoy your success; you earned it. But beware of overindulgence.

Don’t forget where you came from if you were once in the trenches. Remain cognizant of the needs of those who are still there.

Don’t spend your time patting yourself on the back – that is a waste of valuable time that could be spent developing your subordinates.

Create the opportunity to learn the inner working of your Team. How can you expect to efficiently run a machine if you don’t know how it works?

Reinforce the idea that your Team is working with you, not for you.

Flexibility: Be able to change dynamically when given unique circumstances.



Black History Month

The History of African Americans in the RFD



City of Riverside Fire Department

First Black Firefighter – Ed Strickland 1937

First Black Engineer – Ed Strickland (Unknown Date)

First Black Captain – Ed Strickland (Unknown Date)

First Black Firefighter/Paramedic – Joe Reed 2006

First Black Women Firefighter – Renee Griffin, 1994

First Black Battalion Chief – LaWayne Hearn, 2011

First Black Division Chief - LaWayne Hearn, 2013

First Black Deputy Chief - LaWayne Hearn, 2015

First Black Fire Chief – Michael Moore, 2014

Ed Strickland was the co-developer of the pre-connected hose line, a universally used fire ground tool , which came into being in 1940, just 3 years after he joined the RFD.



EMS



EMS Updates

New Narcotic for Paramedic Inventories

Fentanyl (Opioid) Analgesic

EMT's will soon be able to give Narcan – Once approved by Local EMS Agency

EMT's will soon be able to administer (not assist) Epinephrine Auto Injectors

CPR Skills Re-Cert will begin in February.



Specialty Stations

Big Rig Extrication

Truck Skills Review Days

The latest Truck Skills Review Days consisted of two scenarios in which heavy equipment was on top of a passenger vehicle with victims trapped. The lessons learned from working with the Heavy Wreckers included:

Priorities for First Arriving Officers

Incident Command

Be sure RSQ3 & the Heavy Wrecker has been dispatched, and get a contact phone number and ETA.

Assign one person on scene to be the contact for the Heavy Wrecker Operator (Safety or Rescue Group Supervisor).

Always have RFD personnel set-up to complete the lift, and work for/assist the Heavy Wrecker when it arrives on scene.

Tactics

Safety – Be sure all vehicles are secure, chocked, and will not move.

Capture Suspension on both vehicles (This prevents the suspension from extending).

Deflate Tires if needed – after suspension has been captured to increase distance of lift.

Stabilize vehicles using, Paratech rescue struts carried on RSQ3. R-42's only for light weight vehicles (passenger cars or trucks).

Perform the lift – Airbags, Hydro-fusion Struts carried on RSQ3.

Heavy Wrecker Arrives on Scene

Assist with Rigging as directed by Operator to allow wrecker to perform the lift.

Remove struts and equipment that may fall when wrecker makes the lift.

Do not chase the lift with cribbing or struts when working with a wrecker.



Specialty Stations

Big Rig Extrication

Truck Skills Review Days



Capturing the Suspension:

- *Use a Ratcheting Strap for Passenger Vehicles
- *Use a Chain & Binder for Heavy Equipment

Stabilizing the Vehicles

- *Use R-42's for Passenger Vehicles
- *Use Paratech Struts for Heavy Equipment

